Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
Status	submitted
Submitted:	April 8th, 2024 4:49 PM
Prepopulated with screening form?	Yes

Project Information

1. **Project Title**
   Air Cargo Road Reconstruction & Non-motorized Improvements
2. **Regional Transportation Plan ID**
   NA
3. **Sponsoring Agency**
   Port of Seattle
4. **Cosponsors**
   N/A
5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes
6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

1. **Contact name**
   Robert Giacopetti
2. **Contact phone**
   2062650807
3. **Contact email**
   giacopetti.r@portseattle.org

Project Description

1. **Project Scope**
   Rehabilitation of existing pavement on Air Cargo Rd and installation of pedestrian and bicycle facilities to support Airport operations between S 154th St and S 166th St. The project scope includes pavement rehabilitation, illumination, pedestrian and bicycle facilities, transit improvements, signage, storm drainage, and landscaping.
2. **Project Justification, Need, or Purpose**
   Air Cargo Rd was originally constructed by the Port of Seattle in the mid-1970s and is an identified Washington State Freight and Good Transportation System truck corridor that

provides access for the north cargo area at Seattle-Tacoma International Airport (SEA). This corridor also supports transit operations for both King County Metro and SEA employee parking, as well as access to the Main Terminal for commercial ground transportation services (including courtesy vehicles, taxis, and transportation network companies) and SEA rental car transit operations and connects the communities of Burien and SeaTac. In 2021 the overall pavement condition was assessed as part of the SEA Landside Pavement Management Program identifying the need for full pavement restoration. SEA active transportation planning efforts have also identified the need for pedestrian and bicycle facility improvements improving mobility and access to the north cargo area employment center. There are currently no pedestrian and bicycle facilities along the corridor.

Project Location

1. **Project Location**
   Air Cargo Road between S. 154th St to S. 166th St.
2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   King
3. **Crossroad/landmark nearest the beginning of the project**
   Air Cargo Rd and S. 154th St
4. **Crossroad/landmark nearest the end of the project**
   Air Cargo Rd and S 166th St.
5. **Map and project graphics**
   Grant_Application_Exhibits.pdf

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   No
2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**
   N/A
3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**
   The project is included in the Port of Seattle's 2024-2028 Capital Improvement Plan as published in the 2023 Annual Budget book which serves as the primary long-term planning document, since Port Districts are not responsible for Comprehensive Planning under the State GMA. The project supports the City of SeaTac’s Comprehensive Plan (2021) completing pedestrian and bicycle facility connections between existing and proposed projects (see Chapter 4: Transportation Element, Map 4.5 Pedestrian Network page T-23, and Map 4.6 Bicycle Network page T-24).

Federal Functional Classification

1. **Functional class name**
   17 Urban Collector

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**
   The project is a corridor connecting the SeaTac and Burien Regional Growth Centers. The project is intended to ensure the continuity of this surface transportation corridor and improve the non-motorized transportation facilities between the two Regional Growth

Centers.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

   The equity focus areas (EFAs) for the proposed project area include people of color, people with low incomes, youth, and people with Limited English Proficiency. A summary of the key findings from the PSRC Project Selection Resource Map is below.
   • People of Color: 71% of the population, above the regional average of 35.9%.
   • People with Low Incomes: 42% of the population, above the regional average of 20.7%.
   • Youth: 17% of the population, above the regional average of 15.4%.
   • People with Limited English Proficiency: 28% of the population, above the regional average of 8.5%.

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

   The opportunity index and intersectional equity focus areas were reviewed for the project area to identify those most impacted in the project area. A summary of the key findings from the PSRC Project Selection Resource Map is below.
   • Opportunity Index: Very Low Opportunity for education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment.
   • People of Color/People with Low Incomes: Very Low Opportunity, above 50% of the population are People of Color and above 20.7% (the regional average) of the population are people with low incomes.
   • People of Color/Youth: Very Low Opportunity, above 50% of the population are People of Color and above 15.4% (the regional average) of the population are youth.

Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

1. **Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**

   Both the Burien and SeaTac Regional Growth Centers include existing and planned housing. This project improves a surface transportation corridor that connects these Regional Growth Centers.

2. **Describe how the project will support the development/redevelopment plans and activities of the center.**

   The SeaTac regional growth center (RGC) is a linear corridor stretching about three miles along International Boulevard (SR-99), adjacent to Air Cargo Rd. The RGC is well connected to the regional transportation system via SR-99, SR-518, Link Light Rail, local and RapidRide bus routes. The three Link Light Rail stations within the RGC are emerging as focal points with transit-oriented development overlays. The non-motorized transportation and transit improvements along Air Cargo Rd expand the RGC's connectivity northwest from these public transit assets, along International Blvd (SR-99) including the Airport light rail station (S. 176th St intersection) and the Rapid Ride bus stop (S. 170th St intersection). The linkage improves access to aviation-focused employers along Airport Cargo Rd as well as non-motorized and transit connectivity between the Burien and SeaTac RGCs.

3. **Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.**

   The installation of pedestrian and bicycle facilities along Air Cargo Rd supports the attraction and retention of jobs by improving access from public transit and housing within the Burien and SeaTac RGCs to Airport-based employers and worksites. More than 87,300 people are employed at SEA with over 800 employers. In addition, several employers are located along Air Cargo Rd including Alaska Airlines, DHL, Federal Express, Hanjin Global Logistics, Menzies Aviation, Port of Seattle, Prologis, Southwest Airlines, United Airlines, and Worldwide Flight

Services.

4. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**

   SEA offers a diverse range of business and job opportunities providing access to high, middle, and/or living wage jobs to people of color, people with low incomes, and youth. This project includes pedestrian facilities, lighting, and other transit improvements ensuring that these opportunities are within walking distance of transit stops. Youth and people with low income serve as Equity Focus Areas (EFA) for this project and are more likely to utilize transit and non-motorized facilities.

5. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**

   Air Cargo Rd provides direct access to the north cargo area at SEA that supported the movement of 417,124 metric tons of freight in 2023. SEA is the primary air cargo airport in the state of Washington. The corridor also supports 12,700 average weekday boardings of transit riders, including both King County Metro and SEA employee parking transit operations. Other users of this corridor include SEA commercial ground transportation services (including courtesy vehicles, taxis, and transportation network companies), SEA rental car transit operations, local community residents and commuters.

Criteria: Mobility and Accessibility

1. **Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

   This project improves a surface transportation corridor that connects the Burien and SeaTac Regional Growth Centers (RGCs) and provides pedestrian and bicycle facilities supporting those modes of travel.

2. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.**

   Washington's Commute Trip Reduction Law encourages eco-friendly commuting options like public transit, carpooling, biking, walking, and telecommuting. The Port of Seattle has also adopted a Ground Transportation Policy Directive in 2019 that affirms SEA's commute trip reduction goals and established a transportation management association. The primary goal of the transportation management association is to support the reduction of drive-alone rates for employees that work at SEA and is intended to be available to all employers. This project provides pedestrian and bicycle facilities, and other transit improvements, supporting eco-friendly commuting options and the reduction of drive-alone rates.

3. **Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

   This project ensures the continued operation of Air Cargo Rd, an identified Washington State Freight and Good Transportation System truck corridor (Tier 3) that provides access for SEA's north cargo area. The project will provide pedestrian facilities along the corridor connecting with existing facilities on S 154th St, S 160th St, and newly completed facilities at S 166th St. The project will provide bicycle facilities along the corridor connecting with existing facilities on S 154th St (including the Lake to Sound Trail), and future facilities on S 160th St envisioned by the City of SeaTac Comprehensive Plan.

4. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

   The project will provide pedestrian and bicycle facilities connecting with other existing facilities and improving the overall transportation network. These facilities provide opportunities for residents or employees to increase their physical activity and improve their health.

5. **Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.**

   Youth and people with low income serve as Equity Focus Areas (EFA) for this project and are more likely to utilize transit and non-motorized facilities. This project will provide pedestrian and bicycle facilities along the corridor, connecting with existing facilities and improving the overall mobility in the community. In addition, the opportunity index for the project area was identified as very low opportunity. The mobility and transportation improvements included with the project will help connect residents in the area with areas of higher opportunity.

Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**

   A public outreach process is planned but has not yet been conducted in support of this project. The Port of Seattle anticipates supporting this effort during the preliminary engineering/design and is planned to be conducted through a series of open houses with various users of the corridor including north cargo area employers/employees, transit operators, and commercial ground transportation services. The open houses are planned to be scheduled either before or after typical work shifts to minimize the impact to participants. Given the higher percentage of People with Limited English Proficiency the Port of Seattle will provide translation services to support these outreach efforts.

   NEPA and SEPA environmental review will be completed for this project. On 4/2/2024, the Port of Seattle held met with the Washington State Department of Transportation (WSDOT) to identify NEPA requirements. WSDOT identified that a NEPA Documented Categorical Exclusion (DCE) will be required. The Port of Seattle, as Lead Agency for SEPA, identified the project as Categorically Exempt under WAC 197-11-800 (3). There are no public comment periods required for NEPA or SEPA as they are both “exempt” activities.

2. **Describe how this outreach influenced the development of the project.**

   Based upon feedback received from previous project efforts, the Port of Seattle anticipates that the stakeholder engagement process during preliminary engineering/design will define problem areas along the corridor that need resolution and will provide guidance on how best to manage construction related impacts. As an example, when we completed the improvements south of the corridor the feedback from the stakeholder engagement process help define that transit improvements supporting commuters needs.

3. **Using PSRC’s Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.**

   The project serves areas of high displacement risk/higher opportunity, which falls under the “Strengthen Access and Affordability” typology. The City of SeaTac has implemented Transit-Oriented Development overlays, intended to maximize access to transit and non-motorized transportation, around the three light rail stations located in the City. This project is adjacent to one of the three Transit-Oriented Development overlays and includes improvements to both transit and non-motorized transportation enhancing overall mobility.

Criteria: Safety and Security

1. **Describe how the project addresses safety and security. Identify if the project incorporates one or more of FHWA’s Proven Safety Countermeasures, and specifically address the following:**

   The project will improvement safety security by incorporating three of the FHWA’s Proven Safety Countermeasures. These include:
   • Lighting: The project will replace the existing roadway lighting system with a system that provides adequate lighting to all users of the roadway environment including pedestrians, bicyclists, and transit users.
   • Walkway: Pedestrian facilities are currently not provided along the corridor. The project will provide pedestrian facilities along the western side of the corridor (the eastern side abuts the Northern Airport Expressway), and crossings at transit stops, connecting with existing pedestrian facilities at S 154th St, S 160th St, and S 166th St.
   • Bicycle Lanes: Bicycle facilities are currently not provided along the corridor. The project will provide bicycle facilities connecting with the planned extension of the Lake to Sound Trail along S 154th St, and planned improvements along S 160th St as defined by the City of SeaTac Comprehensive Plan.

2. **Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**
   Youth and people with low income serve as Equity Focus Areas (EFA) for this project and are more likely to utilize transit and non-motorized facilities. The project will provide pedestrian facilities, pedestrian crossings at transit stops, and lighting improvements that have proven to reduce crashes involving pedestrians, including transit riders, walking along roadways. The project will also provide bicycle facilities that have proven to reduce crashes between bicycles and vehicles. The project will improve the safety for both youth and people with low income.
3. **Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**
   The Port of Seattle has an adopted health and safety policy and established values that include respect, anti-racism, integrity, stewardship, and excellence. Combined the policy and values ensure that projects are designed to meet or exceed applicable safety standards ensuring the safety of the traveling public, and workers during construction.
4. **(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**
   The Port of Seattle is committed to a system's approach to safety in all areas of our business operations. The Port of Seattle will commit to reviewing the USDOT Safe System Approach for potential adoption.

Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**
   Roadway / Intersection / ITS

Air Quality and Climate Change: Roadway / Intersection / ITS

1. **What is the length of the project?**
   0.92 miles
2. **What is the average daily traffic before the project?**
   Traffic volume data was collected in 2018 on Air Cargo Rd just south of the S 166th St intersection. The average daily traffic for that segment is 12,700 vehicles per day. Traffic volume data will be collected along the corridor during preliminary engineering.
3. **What is the average daily traffic after the project?**
   An analysis of the post-project condition has not been conducted. The Port of Seattle does not anticipate significant changes to the average daily traffic volume along the corridor.
4. **What is the average speed before the project?**
   Travel speed information was collected in 2018 on Air Cargo Rd just south of the S 166th St intersection. The posted speed limit is 30 mph along the corridor and travel speeds ranged from 30 mph to 37 mph at that location. Travel speed information will be collected along the corridor during preliminary engineering.
5. **What is the average speed after the project?**
   An analysis of the post-project condition has not been conducted. The Port of Seattle does not anticipate any changes to the posted speed limit along the corridor.
6. **What is the level of service before the project?**
   Based upon 2019 traffic counts the level of service was defined at the following locations:
   • Air Cargo Rd/24th Ave S and S 154th St: LOS B (Signalized)
   • Air Cargo Rd and S 156th St: LOS C (Two-Way Stop Controlled)
   • Air Cargo Rd and S 160th St: LOS C (All-Way Stop Controlled)
   • Air Cargo Rd and S 166th St: LOS C (Two-Way Stop Controlled)
7. **What is the level of service after the project?**
   An analysis of the post-project condition has not been conducted. The Port of Seattle does

not anticipate significant changes to the level of service along the corridor.

8. **What are the existing number of lanes (total, both directions)?**
   Between S 154th St and S 160th St there are four lanes. Between S 160th St and S 166th St there are three lanes including the center left-turn lane.

9. **How many lanes are being added (total, both directions)?**
   No additional lanes are being added.

10. **How many intersections are along the length of the project?**
    There are a total of five intersections (S 154th St, S 156th St, S 160th St, S 161st St, and S 166th St).

11. **How many intersections are being improved?**
    Minor improvements are being considered at all intersections supporting illumination, pedestrian and bicycle improvements. A pedestrian crossing is planned with the transit stop improvements at S 156th St.

12. **What is the percentage of freight truck traffic on the facility?**
    Vehicle classification counts will be conducted along the corridor during preliminary engineering. Vehicle classification counts were conducted on Air Cargo Rd just south of the S 166th St intersection in 2018 with the following classification breakdown:
    • Passenger Vehicles: 82% (FHWA classification categories 1-3)
    • Buses: 1% (FHWA classification category 4)
    • Single-Unit Trucks: 16% (FHWA classification categories 5-7)
    • Tractor-Trailer Trucks: 1% (FHWA classification categories 8-13)

    The percentage of tractor-trailer trucks is anticipated to be higher for the project corridor based upon historical counts.

13. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
    The project will likely result in reduced VMT due to the completion of pedestrian and bicycle facility improvements connecting SEA with transit services and the Lake to Sound trail. With the implementation of the Transportation Management Association these improvements will support Commute Trip Reduction goals and policies.

14. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    The data source for the traffic data was a traffic analysis report for a previous project, and an existing conditions analysis supporting an environmental impact statement for a separate project.

15. **What is the average daily transit ridership along the corridor?**
    Metro Route 161 connects Burien, SeaTac, and Kent and currently operates along the corridor with stops at S 156th St, S 161st St, and S 166th St. In February 2024 there were 8,464 average weekday boardings.

    RapidRide F line connects Burien, SeaTac, Tukwila, and Renton and currently operates along S 154th St with a stop at Air Cargo Rd/24th Ave S. In February 2024 there were 4,609 average weekday boardings.

    The Port of Seattle operates an Airport employee parking transit operation between the North Employee Parking Lot (located at 2300 S 146th St), the north cargo facilities, and the Main Terminal. Stops are located at S 156th St, S 161st St, and S 166th St along the corridor. In February 2024 there were 4,304 average weekday boardings.

16. **How many daily peak period transit trips service the corridor?**
    During weekday peak periods Metro Route 161 has a frequency of two buses per hour, and RapidRide F line has a frequency of 4 buses per hour. The Port of Seattle employee parking transit operation has a frequency of six buses per hour, 24 hours a day and 7 days a week.

17. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
    BAT/HOV lanes are not included in the project.

18. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
    BAT/HOV lanes are not included in the project.

19. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    Ridership information for Metro Route 161 and RapidRide F Line was provided from the King

County Metro Rider Dashboard. Ridership information for the employee parking transit operations provided by internal activity reporting.

20. **What are the ITS improvements being provided?**
    The Port of Seattle maintains a camera-based traffic data collection system for SEA's roadway system. This system is anticipated to be extended to collect traffic data (e.g., count, classification, speed) along the corridor. The availability of real-time data will support the operational management of the corridor.
21. **What is the expected improvement to average vehicle delay?**
    An analysis of the post-project condition has not been conducted but we do not anticipate significant changes to the average vehicle delay along the corridor.
22. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
    No information was provided regarding average vehicle delay.

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**
   October 2028
2. **Total project cost**
   $20,000,000.00

Funding Documentation

1. **Documents**
   A9aw234r_9k0z05_gb0.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   Attached are selected pages from the Port of Seattle's approved 2024 Budget Book that illustrate the five-year CIP. The project is on page IX-34. At the time of passage, the budget was $14.2M. The cost estimate has since increased and the additional costs will be funded by the Aeronautic Reserve page IX-32.

Phase	Year	Alternate Year	Amount
construction	2028		$5,000,000.00

Total Request: $5,000,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	$4,000,000.00
		$4,000,000.00

Expected year of completion for this phase: 2026

Construction

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Unsecured	$5,000,000.00
Local	Reasonably Expected	$11,000,000.00
		$16,000,000.00

Expected year of completion for this phase: 2028

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   No
2. **What is the actual or estimated start date for preliminary engineering/design?**
   10/2024
3. **Is preliminary engineering complete?**
   No
4. **What was the date of completion (month and year)?**
   n/a
5. **Have preliminary plans been submitted to WSDOT for approval?**
   No
6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
   Final Design Complete June 2027
7. **When are preliminary plans expected to be complete?**
   n/a

Project Readiness: NEPA

1. **Documents**
   A9aw234r_9k0z05_gb0.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   Attached are selected pages from the Port of Seattle's approved 2024 Budget Book that illustrate the five-year CIP. The project is on page IX-34. At the time of passage, the budget was $14.2M. The cost estimate has since increased and the additional costs will be funded by the Aeronautic Reserve page IX-32.

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   No
2. **What is the actual or estimated start date for right of way?**
   N/A
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   N/A
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   N/A
5. **What is the zoning in the project area?**
   N/A
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   N/A
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   N/A

8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   N/A

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   Documented Categorical Exclusion (DCE)
2. **Has the NEPA documentation been approved?**
   No
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
   June 2027

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   No
2. **What is the actual or estimated start date for right of way?**
   N/A
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   N/A
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   N/A
5. **What is the zoning in the project area?**
   N/A
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   N/A
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   N/A
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   N/A

Project Readiness: Construction

1. **Are funds being requested for construction?**
   Yes
2. **Do you have an engineer's estimate?**
   Yes

3. **Engineers estimate document**
   N/A
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   There are no known environmental permits that are expected to be obtained at this time. Any stormwater infrastructure improvements will adhere to the Port of Seattle’s National Pollution Discharge Elimination System (NPDES) permit.
5. **Are Plans, Specifications & Estimates (PS&E) approved?**
   Yes
6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
   06/2027
7. **When is the project scheduled to go to ad (month and year)?**
   10/2027

Exhibit 1 - Location of Project and Regional Centers

Exhibit 2 - Project Vicinity

Port of Seattle

5 Year Capital Budget by CIP number

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Business Plan Prospective Projects

Selection	
Start Year:	**2023**
Business Unit:	**(ALL)**
Project Status:	**2-2**
Division:	**(ALL)**
Sponsor:	**(ALL)**
CIP Group:	**(ALL)**

Port of Seattle

5 Year Capital Budget by CIP number

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Status	CIP#	Name	Forecast 2024	2025	2026	2027	2028	5-year total (2024 - 2028)	Total EstAct	CIP Actuals to closed qtr
Aviation Division										
Airfield										
2	C801304	Cargo 161D, 165A, and 161	1,072	1,819	4,447	6,123	2,572	16,033	78,214	0
CIP Group: Air Cargo			1,072	1,819	4,447	6,123	2,572	16,033	78,214	0
2	C801375	Gate A6 Widebody Remediat	1,900	9,000	22,000	45,000	33,000	110,900	115,000	0
2	C801303	Taxiway A Circuit Replace	5,324	25,355	8,745	0	0	39,424	39,500	0
2	C801302	Airfield Infra & Security	3,056	12,098	62,153	65,743	51,652	194,702	199,500	0
CIP Group: Airfield Miscellaneous			10,280	46,453	92,898	110,743	84,652	345,026	354,000	0
Sub Total for: Airfield			**11,352**	**48,272**	**97,345**	**116,866**	**87,224**	**361,059**	**432,214**	**0**
Aviation Division Wide										
2	C801311	Const. Logistic Site Expa	1,002	8,365	5,558	1,789	0	16,714	17,121	90
2	C801232	EV Chargers for AV Fleet	1,188	1,074	0	0	0	2,262	2,637	97
CIP Group: Facilities			2,190	9,439	5,558	1,789	0	18,976	19,758	186
2	C801321	Access Control ICS Networ	154	1,867	579	0	0	2,600	2,600	0
2	C801315	CUSS Renewal/Replacement	553	1,732	2,632	861	0	5,778	5,800	0
2	C801045	Common Use System Replace	1,650	1,575	0	0	0	3,225	3,750	0
CIP Group: IT Projects			2,357	5,174	3,211	861	0	11,603	12,150	0
2	C801141	CIP Cashflow Mgmt Reserve	-141,920	85,152	56,768	0	0	0	0	0
2	C800754	Non-Aeronautical Reserve	2,000	5,000	6,000	8,683	15,000	36,683	197,853	0
2	C800753	Aeronautical Reserve	10,000	10,000	20,000	40,955	205,000	285,955	2,556,531	0
CIP Group: Miscelleneous			-129,920	100,152	82,768	49,638	220,000	322,638	2,754,384	0
2	C800100	Aviation Small Jobs	0	0	0	0	0	0	10,001	7,159

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2	C801385	Small Jobs 2024-2034	1,000	1,000	1,000	1,000	1,000	5,000	10,000	0
2	C801341	AV Small Capital Purchase	3,981	2,000	1,034	238	0	7,253	10,001	288
2	C800752	AV Small Capital Purchase	0	0	966	1,408	798	3,172	10,001	5,889
2	C800751	Aviation Small Capital Jo	1,283	2,000	2,000	1,706	0	6,989	12,001	3,159
CIP Group:		**Small Projects**	6,264	5,000	5,000	4,352	1,798	22,414	52,004	16,495
Sub Total for:		**Aviation Division Wide**	**-119,109**	**119,765**	**96,537**	**56,640**	**221,798**	**375,631**	**2,838,296**	**16,681**
Infrastructure										
2	C800937	Fire Suppression Comm Ro	472	82	0	0	0	554	712	93
CIP Group:		**Communication Systems**	472	82	0	0	0	554	712	93
2	C801316	Generator Controls Projec	632	665	2,879	5,795	1,798	11,769	12,103	181
2	C801313	Fleet Fast EV charging	517	865	5,480	3,887	23	10,772	10,772	0
2	C801238	Public Access DAS Upgrade	228	439	2,409	2,139	192	5,407	5,600	163
2	C801225	400HZ Replacement Conc C	85	1,984	6,147	6,941	1,194	16,351	16,501	45
CIP Group:		**Electrical Infrastructure**	1,462	3,953	16,915	18,762	3,207	44,299	44,976	389
2	C801318	Water Surge Attenuator	266	449	1,367	1,374	673	4,129	4,201	4
CIP Group:		**Water Infrastructure**	266	449	1,367	1,374	673	4,129	4,201	4
Sub Total for:		**Infrastructure**	**2,200**	**4,484**	**18,282**	**20,136**	**3,880**	**48,982**	**49,889**	**486**
Landside										
2	C801229	AVI Readers Refresh	265	0	0	0	0	265	375	0
CIP Group:		**Ground Transportation**	265	0	0	0	0	265	375	0
2	C801329	Parking Garage UPS	53	162	323	13	0	551	573	0

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2	C801307	Parking Garage Rehabilita	712	3,683	4,353	23,743	18,360	50,851	55,700	0
CIP Group:	**Public Parking**		765	3,845	4,676	23,756	18,360	51,402	56,273	0
2	C801325	RCF QTA Boiler Skids 1 an	89	802	356	5	0	1,252	1,300	0
2	C801209	RCF CSB Re-demising	0	76	2,126	4,936	3,233	10,371	10,546	0
CIP Group:	**Rental Cars**		89	878	2,482	4,941	3,233	11,623	11,846	0
2	C801319	Upper/Lower Drive Improve	726	1,123	1,955	1,955	554	6,313	6,328	0
2	C801312	Air Cargo Road Phase 2	1,587	2,311	4,201	3,956	2,127	14,182	14,215	17
CIP Group:	**Roadways**		2,313	3,434	6,156	5,911	2,681	20,495	20,543	17
Sub Total for:	**Landside**		**3,432**	**8,157**	**13,314**	**34,608**	**24,274**	**83,785**	**89,037**	**17**
NOISE Program										
2	C200097	ATZ Residential Acquisiti	0	2,220	921	172	0	3,313	3,313	0
CIP Group:	**Residential Insulation**		0	2,220	921	172	0	3,313	3,313	0
Sub Total for:	**NOISE Program**		**0**	**2,220**	**921**	**172**	**0**	**3,313**	**3,313**	**0**
Security										
2	C801320	Security Camera Upgrades	221	826	1,824	437	0	3,308	3,357	4
2	C801310	SEA Garage Security Impro	4,581	9,642	2,077	0	0	16,300	16,300	0
2	C801040	Fire Dept Apparatus Repla	0	0	0	0	0	0	5,000	0
CIP Group:	**Security Projects**		4,802	10,468	3,901	437	0	19,608	24,657	4
Sub Total for:	**Security**		**4,802**	**10,468**	**3,901**	**437**	**0**	**19,608**	**24,657**	**4**
Sustainable Airport Master Pl										
2	C801062	SAMP - Airline/Airport Su	0	5,000	5,500	15,000	15,000	40,500	56,500	0
2	C801061	SAMP - 2nd Terminal	0	2,250	2,250	20,000	50,000	74,500	146,750	0

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2	C801060	SAMP - Cargo	0	0	1,000	1,000	0	2,000	2,000	0
2	C801059	SAMP - Airside	0	1,000	1,500	2,500	5,000	10,000	28,500	0
2	C801057	SAMP - Landside	1,000	10,000	20,000	10,000	7,000	48,000	56,250	0
CIP Group:		**SAMP Near Term Projects**	1,000	18,250	30,250	48,500	77,000	175,000	290,000	0
Sub Total for:		**Sustainable Airport Master Pl**	**1,000**	**18,250**	**30,250**	**48,500**	**77,000**	**175,000**	**290,000**	**0**
Terminal and Tenants										
2	C801323	Acrylic Coating & Radiant	112	405	863	251	0	1,631	1,676	0
2	C801308	PLB Renew and Replace 202	6,926	11,370	5,399	0	0	23,695	23,800	20
CIP Group:		**Loading Bridges**	7,038	11,775	6,262	251	0	25,326	25,476	20
2	C801267	Utility Master Plan Allow	0	25,000	61,000	97,000	20,191	203,191	203,747	0
2	C801266	Main Terminal Improvement	5,042	12,773	12,200	63,223	106,201	199,439	800,002	2,157
2	C801236	M.Terminal Exterior wall	1,920	2,472	3,019	77	0	7,488	7,584	80
2	C801206	Concourse A Duty Free	1,434	7,168	23,066	13,720	0	45,388	45,933	524
2	C801182	Flow Meter Replacement CM	270	1,412	1,111	0	0	2,793	2,954	48
2	C801175	Single Piers on Concourse	2,250	2,750	4,933	4,635	135	14,703	14,766	17
CIP Group:		**Terminal Facilities**	10,916	51,575	105,329	178,655	126,527	473,002	1,074,986	2,826
Sub Total for:		**Terminal and Tenants**	**17,954**	**63,350**	**111,591**	**178,906**	**126,527**	**498,328**	**1,100,462**	**2,846**
SubTotal for:		**Aviation Division**	**-78,369**	**274,966**	**372,141**	**456,265**	**540,703**	**1,565,706**	**4,827,868**	**20,034**
Corporate P&TS										
Corporate P&TS Capital Project										
2	C800097	IT Renewal/Replacement	0	0	2,500	2,500	2,500	7,500	22,500	0
2	C801386	TierPoint SAN Refresh	500	0	0	0	0	500	500	0

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2	C801384	Property Management Syste	200	640	0	0	0	840	840	0
2	C801383	Maximo Software System Up	600	1,000	0	0	0	1,600	1,600	0
2	C801382	PeopleSoft Financial Syst	700	2,700	0	0	0	3,400	3,400	0
2	C801347	Fire Alarm Monitoring Sys	500	0	0	0	0	500	500	0
2	C801346	Fleet Management Software	650	0	0	0	0	650	850	0
2	C801344	Enterprise Firewall Refre	1,460	0	0	0	0	1,460	2,000	0
2	C801343	Specification Doc Mgmt So	590	0	0	0	0	590	600	0
2	C801261	Contract Management Syste	500	0	0	0	0	500	850	0
2	C801080	STIA Network Redundancy	0	0	0	0	0	0	0	0
CIP Group:		**Information Technology**	5,700	4,340	2,500	2,500	2,500	17,540	33,640	0
2	C801355	Corporate Fleet 2023+	920	748	766	748	900	4,082	9,804	0
2	C801354	Engineering/PCS Fleet 202	1,200	980	490	600	240	3,510	7,293	8
2	C801349	2022 PCS Fleet – 2221 Loa	0	0	0	0	0	0	425	0
2	C801143	CIP Cashflow Mgmt - Corpo	-6,200	-2,000	2,733	2,733	2,734	0	0	0
CIP Group:		**Other Corporate Capital Projec**	-4,080	-272	3,989	4,081	3,874	7,592	17,522	8
Sub Total for: Corporate P&TS Capital Project			**1,620**	**4,068**	**6,489**	**6,581**	**6,374**	**25,132**	**51,162**	**8**
SubTotal for: Corporate P&TS			**1,620**	**4,068**	**6,489**	**6,581**	**6,374**	**25,132**	**51,162**	**8**
Economic Development Division										
Development & Planning										
2	C801169	T91 Uplands Infrastructur	500	6,500	3,250	0	0	10,250	10,250	0
CIP Group:		**Real Estate Development**	500	6,500	3,250	0	0	10,250	10,250	0
Sub Total for: Development & Planning			**500**	**6,500**	**3,250**	**0**	**0**	**10,250**	**10,250**	**0**
General Economic Development										

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2	C801290	P69 3rd Floor Terrace Rep	775	300	0	0	0	1,075	1,100	0
2	C801145	CIP Cashflow Mgt - EDD	-8,724	5,234	3,490	0	0	0	0	0
2	C801101	P69 Clerestory and Skylig	0	0	542	2,194	239	2,975	2,975	0
2	C801009	P69 HVAC Components Repla	100	2,618	3,711	1,545	0	7,974	7,974	0
2	C801008	P69 Elevator Control Mod	56	1,270	984	47	0	2,357	2,357	0
2	C800352	P69 Concrete Dock Rehab	1,000	10,000	10,000	5,995	0	26,995	27,000	0
2	C800216	EDD Reserve	2,000	2,000	3,000	3,000	3,000	13,000	33,000	0
CIP Group:		**General ECON DEV - Other**	-4,793	21,422	21,727	12,781	3,239	54,376	74,406	0
Sub Total for:		**General Economic Development**	**-4,793**	**21,422**	**21,727**	**12,781**	**3,239**	**54,376**	**74,406**	**0**
Portfolio Management										
2	C801374	Bell St Garage Public EV	0	0	600	0	0	600	600	0
2	C801371	P66 Grand Staircase Replc	50	4,400	3,888	0	0	8,338	8,338	0
2	C801370	Bell Street Bridge Refres	0	0	5	3,400	1,948	5,353	5,353	0
2	C801064	WTC Garage Elevator Mods	1,158	1,632	0	0	0	2,790	2,800	0
CIP Group:		**Central Waterfront**	1,208	6,032	4,493	3,400	1,948	17,081	17,091	0
2	C801373	T91 West Gate Redesign	620	0	0	0	0	620	650	0
CIP Group:		**Portfolio Mgmt Other**	620	0	0	0	0	620	650	0
Sub Total for:		**Portfolio Management**	**1,828**	**6,032**	**4,493**	**3,400**	**1,948**	**17,701**	**17,741**	**0**
SubTotal for:		**Economic Development Division**	**-2,465**	**33,954**	**29,470**	**16,181**	**5,187**	**82,327**	**102,397**	**0**
Maritime Division										
Cruise Operations										
2	C801376	P66 New Cruise Pass Gangw	950	5,000	0	0	0	5,950	6,000	0
2	C801367	T91 Cruise Passenger Clea	400	150	0	0	0	550	600	0

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2	C801366	T91 Cruise CBP IT & Conne	50	500	580	0	0	1,130	1,130	0
CIP Group:	**Cruise**		1,400	5,650	580	0	0	7,630	7,730	0
Sub Total for:	**Cruise Operations**		**1,400**	**5,650**	**580**	**0**	**0**	**7,630**	**7,730**	**0**
Environmental Services										
2	C801301	Sustainable Eval Framewor	2,000	2,000	2,000	2,000	0	8,000	8,000	0
2	C801298	MCAAP Phase I	1,000	2,000	2,000	2,000	2,000	9,000	13,000	0
2	C801295	Centennial Park Shoreline	100	100	0	0	0	200	200	0
2	C801269	Smart Utility Meters	667	467	3,204	3,204	3,204	10,746	10,746	0
2	C801197	T115 Env Improvements	0	0	0	0	0	0	0	0
2	C801092	Seattle Waterfront Clean	550	4,500	7,900	0	0	12,950	13,000	0
CIP Group:	**Environmental**		4,317	9,067	15,104	7,204	5,204	40,896	44,946	0
Sub Total for:	**Environmental Services**		**4,317**	**9,067**	**15,104**	**7,204**	**5,204**	**40,896**	**44,946**	**0**
Fishing and Operations										
2	C800568	FT Net Shed 11 Roof Overl	0	40	644	10	0	694	694	0
2	C800567	FT Net Shed 10 Roof Overl	0	40	629	10	0	679	679	0
2	C800534	FT S Wall Cl Fndr Rp & Co	0	0	0	700	2,000	2,700	24,700	0
2	C800533	FT W Wall S Sht Pile Cor	0	0	0	350	1,100	1,450	3,100	0
2	C800530	FT S Wall W End Improveme	0	0	0	200	400	600	4,500	0
2	C800529	FT W Wall N Sht Pile Crsn	0	0	0	500	2,000	2,500	4,200	0
2	C800528	FT W Wall N Fender Replac	0	0	500	1,500	7,000	9,000	16,500	0
2	C800444	FT NW Dock West Improveme	270	450	930	7,800	30,000	39,450	56,000	0
CIP Group:	**Fishermen's Terminal - Water**		270	530	2,703	11,070	42,500	57,073	110,373	0

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2	C800307	MIC West & Central Piers	0	0	0	70	985	1,055	1,251	0
CIP Group:		**Maritime Industrl Cntr - Water**	0	0	0	70	985	1,055	1,251	0
2	C800741	T106 Mooring Dolphins	170	2,750	585	0	0	3,505	3,520	0
CIP Group:		**Maritime Operations - Other**	170	2,750	585	0	0	3,505	3,520	0
2	C801294	T91 P90/91 Dock Rehab	800	10,350	10,000	0	0	21,150	21,200	0
CIP Group:		**Maritime Operations - T91**	800	10,350	10,000	0	0	21,150	21,200	0
2	C801095	SaBM Docks A-C Roof Safet	3,000	1,000	0	0	0	4,000	4,000	0
CIP Group:		**Salmon Bay Marina - Water**	3,000	1,000	0	0	0	4,000	4,000	0
Sub Total for: Fishing and Operations			**4,240**	**14,630**	**13,288**	**11,140**	**43,485**	**86,783**	**140,344**	**0**
Maritime General										
2	C800002	MD Reserve	2,000	3,000	5,000	8,000	8,000	26,000	76,000	0
2	C801395	G&S Yard & Building Elec	100	400	0	0	0	500	500	0
2	C801394	G&S Roof Replacement	745	0	0	0	0	745	745	0
2	C801393	G&S Auto Shop Serv Bay En	1,117	0	0	0	0	1,117	1,117	0
2	C801392	MMSO Service Bay Concrete	528	0	0	0	0	528	528	0
2	C801332	Waterfront Art Pool	680	449	145	479	0	1,753	1,868	0
2	C801144	CIP Cashflow Mgt - MD	-24,200	14,520	9,680	0	0	0	0	0
CIP Group:		**Maritime General Other**	-19,030	18,369	14,825	8,479	8,000	30,643	80,758	0
Sub Total for: Maritime General			**-19,030**	**18,369**	**14,825**	**8,479**	**8,000**	**30,643**	**80,758**	**0**
Maritime Portfolio Management										
2	C800733	FT C3 Bldg Roof Replace	0	40	774	66	0	880	880	0

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Status	CIP#	Name	Forecast 2024	2025	2026	2027	2028	5-year total (2024 - 2028)	Total EstAct	CIP Actuals to closed qtr
CIP Group:		**Fishermens Terminal - Land**	0	40	774	66	0	880	880	0
2	C801401	T106 Building 2 Elec Upgr	0	0	0	0	0	0	300	0
CIP Group:		**Maritime Industrial Facilities**	0	0	0	0	0	0	300	0
Sub Total for:		**Maritime Portfolio Management**	**0**	**40**	**774**	**66**	**0**	**880**	**1,180**	**0**
Recreational Boating										
2	C800536	P66 BHM Wavebreak Protect	0	0	0	0	0	0	0	0
CIP Group:		**Bell Harbor Marina**	0	0	0	0	0	0	0	0
2	C801001	SBM Comporter Pier Rehab	1,215	155	0	0	0	1,370	1,370	0
2	C801000	SBM Fuel Float Rehabilita	310	1,385	270	0	0	1,965	2,020	0
2	C800679	SBM Lower A Dock Impr.	0	115	965	235	0	1,315	1,315	0
2	C800672	SBM G Dock Rehab	0	60	545	2,450	0	3,055	3,055	0
CIP Group:		**Shilshole Bay Marina - Water**	1,525	1,715	1,780	2,685	0	7,705	7,760	0
Sub Total for:		**Recreational Boating**	**1,525**	**1,715**	**1,780**	**2,685**	**0**	**7,705**	**7,760**	**0**
SubTotal for:		**Maritime Division**	**-7,548**	**49,471**	**46,351**	**29,574**	**56,689**	**174,537**	**282,718**	**0**
NWSA Joint Venture										
Lease & Asset Management										
2	C800618	EWW Deepening (53+2', 100	0	0	0	1,000	1,000	2,000	12,000	0
CIP Group:		**Dredging**	0	0	0	1,000	1,000	2,000	12,000	0
2	C800755	T30 Alaskan Way Street Va	0	0	0	500	7,000	7,500	7,500	0
CIP Group:		**Terminal 30**	0	0	0	500	7,000	7,500	7,500	0
2	C801210	T5 Approach Overpass	0	0	0	0	0	0	0	0

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CIP Group: Terminal 5			0	0	0	0	0	0	0	0
Sub Total for: Lease & Asset Management			**0**	**0**	**0**	**1,500**	**8,000**	**9,500**	**19,500**	**0**
SubTotal for: NWSA Joint Venture			**0**	**0**	**0**	**1,500**	**8,000**	**9,500**	**19,500**	**0**
Stormwater Utility										
SWU General										
2	C801399	SBM Green SW Infra Retrof	0	100	200	200	0	500	500	0
2	C801398	T91 6&8 Stormwater	0	400	0	0	0	400	400	0
2	C801397	SBM Stormwater Vault Retr	0	50	275	0	0	325	325	0
2	C801391	FT Green SW Infra Retro	100	200	200	0	0	500	500	0
2	C801369	MIC Drainage Improvements	80	300	0	0	0	380	380	0
2	C801254	Industrial Vacuum Truck	0	0	0	0	0	0	0	0
2	C801105	T108 Stormwater Syst Impr	0	0	0	0	0	0	0	0
2	C800894	T-5 stormwater line work	0	0	0	0	1,250	1,250	4,500	0
CIP Group: SWU Large Capital			180	1,050	675	200	1,250	3,355	6,605	0
2	C801255	SWU Small Cap Fleet	180	0	425	0	0	605	605	0
CIP Group: SWU Small Projects			180	0	425	0	0	605	605	0
Sub Total for: SWU General			**360**	**1,050**	**1,100**	**200**	**1,250**	**3,960**	**7,210**	**0**
SubTotal for: Stormwater Utility			**360**	**1,050**	**1,100**	**200**	**1,250**	**3,960**	**7,210**	**0**
Grand Total:			**-86,402**	**363,509**	**455,551**	**510,301**	**618,203**	**1,861,162**	**5,290,855**	**20,043**